CITY CAR-LINE TRANSFERS.

THE METROPOLITAN COMPANY'S COMPLETE SYSTEM.

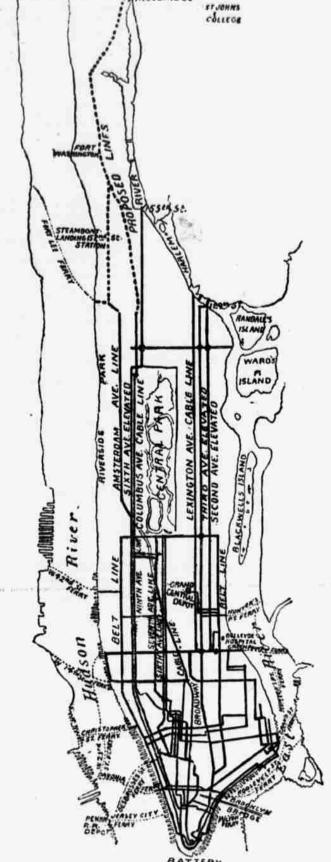
Thirteen Million Passengers Transferred Yearly at Fifteen Stations-Advantages If the Elevated Roads Should Come Usder the Same Management and Exchange Traffic With the Surface Lines,

What a wonderful, surging, restless crowd we are who live and work upon this island of Man-hattan! All day long and all night long, too, in many parts of the city, endless processions of us are hustling to sad fro in such numbers as to make the familiar simile of the ant hill inadequate. On foot, by wagon, coach, and cab, in horse cars, cable cars, and steam cars, we rush about. The air is always filled along the main avenues with the echoes of our goings, with the tinkle of the bells of the car horses, the clang of the cable car gongs, or the rush and rumble of the elevated trains. It is no wonder that, in our eagerness to get back and forth in our longer daily pilgrimages morning and night, we in-dulge in fanciful images of underground roads, thying machines, or any other means of over-joming the inevitable loss of time and discom-fort of the journeys. Even those who are used to seeing the myriads of people in motion, and

and west, and connecting with other steam roads to the country beyond. The backbone of the traction company's street-our system is the Broadway cable road. This road ends to-day at Fifty-ninth street and Seventh avenue, but in a few weeks another great extension is to be opened which will carry passengers across Fifty-third street to Columbus avenue, and thence to and from 125th street. Before spring still another cable line will be added to the system. This is the one marked upon Lexington avenue from the Harlem River down to Twenty-third street, and then across to Broadway. The line across from Merningside Park on 116th street will also soon be an accomplished fact. It is now in course of construction and will be an interesting experiment. It is to be operated by an enderground conduit system of electrical trol-leys. The cars will start from Columbus avley lines in its conduit.

From 125th street north, and reaching clear

to Kingsbridge and to the Fort Lee Ferry, will be observed dotted lines. Upon these are also to be built either a cable or an underground conduit electric road as soon as the company can get permission to build from the Board of Alder en. The Third avenue road is disputing with the Metropolitan Company for the right to build over the St. Nicholas avenue line. One road or the other will undoubtedly get the



THE METROPOLITAN STREET RAILWAY COMPANY AND ELEVATED RAILROAD SYSTEM.

who blindly accept the fact that everybody is | right, and a decision is expected in a few days. on the go, are interested and astonished when they read the records of these movements.

The Metropolitan Street Railway Company of this city has just been compiling some statistics regarding the number of persons who have ridden upon transfer tickets over two or more of its lines for a single fare. The Metropolitan Street Railway Company is the only one of the passenger carriers in New York that has what may be properly called a system of street railways. There are other important carriers, of course, like the elevated roads, which move 000,000 persons a day, and do the bulk of this work; the Third avenue railroad, which carries 200,000 passengers a day, and frequently transfers 60,000 of them in a single bright Sunday from its main line to the 125th street and Tenth avenue road, bound for Grant's tomb or Fort George; the Fourth avenue line and others; but f these can rightly claim to be able to do what the Metropolitan Company can do: to take a passenger at any place in the city and land him at almost any other spot over its own lines

The advent of this company into the city was made only a few years ago. It came in the form of the Metropolitan Traction Company, whose province it is to buy, to build, and to lease roads, and to do some of the other things which belong the functions of an investment company This company began with the control of the Broadway and Seventh avenue roads, and has acquired others so rapidly that now it controls 115 miles of horse-car lines in this city alone and 10 miles of cable road. That it is not content with what it has already got is well known; and so long as it pursues the liberal policy toward its patrons that has marked its history thus far, few will be found to oppose it, unless it tries in future to invade some sacred precincts, as it did last winter, when it tried to grab the southern part of Fifth avenue for its tracks. There is, however, no objection even to this cheme, as an addition to the cable system. It is even commentable from that point of view. the people seem determined to preserve Fifth avenue from end to end as their one theroughfare free from tracks of all sorts.

The Metropolitan Street Railway Company is the organization which operates the traction company's roads in this city. There is to-day a strong suspicion abroad that it will soon be called upon to operate the cievaled railroads as well. For weeks there has been talk that the traction company was making advances to buy a controlling interest in the overhead roads which it has paralleled. Such rumors have been as persistently denied by both parales to the rumored deal, but still there are nany well-informed persons who persist in be-Heving that there is some truth in them.

Giance at the map which accompanies this article, and see what a vast and almost complete system this combination of roads would make. The trunk lines would of course be the elevated reaching up and down the length of the hind can catch up only if the gripman resorts to

Before going into the results shown by the figures of transfers, it will be interesting to inquire what new lines down town the company is known or believed to have planned to add to its system. As has been said, the Columbus avenue cable line will join the Broadway line at Fiftythird street, and the Lexington avenue line will connect with Broadway at Twenty-third street. In the endeavor to carry all the passengers who have offered themselves upon Broadway the company has been adding one lot of cars after another until now it has 160 running upon the line from the Battery to Fifty-ninth street. By Nov. 15, 40 more are expected to be ready and upon the line. This will make little more than a car to the block upon each track from end to end of the road. With the present number in use in the parts of the day when the street is thronged with trucks, it is impossible to make anything like schedule time on the down-town portion of the route. Anyone who will think a moment will remember to have seen the cars congested in such sections until they were all but touching one another in places, held back by the impossibility of getting promptly past trucks. That this trouble is going to be increased when the additional cars are put on to make up the full 200 there is no reason to doubt. What will it be when the 180 cars are added which it is ex-pected will be needed to do the business upon the Columbus avenue and the Lexington avenue roads? Cars will then be run along Broadway. bound alternately up that street and Sevents avenue to Fifty-ninth street, up Columbus avenue and up Lexington avenue. Above Twenty-third street there is no difficulty expected in handling this mass of cars, but what about be-

low there? It was to relieve this pressure that the cor pany proposed to secure a direct way down Fifth avenue, around Washington square, and then down any of the convenient lines which the man shows it owns, parallel to Broadway, to the Battery. That it will find a way to do this, without trespassing upon Fifth avenue, there is little reason to doubt. Another outlet is also believed to be in contemplation. This is for a line also parallel to Broadway, but east of it. When Einstreet is widened and opened through, it will surprise no one who is informed on these matters to find the traction company applying for its use for a cable or an electric road.

If the experiment which is to be made of underground conduit electric traction on 116th street proves a success. It is pretty certain that the cable and horses will both be abandoned in favor of it. The company knows what economy there is in the use of electricity for overhead trol ley lines. It owns more than 200 miles of such lines in Jersey City, Newark, and the Oranges. One great advantage which the electric method of traction has, lies in the fact that each car has its independent motor, and its speed can be reg-ulated independently. Time can be made up by s belated trolley car, but a cable car once be-

tstand from the Battery to the Harlem, east | that most aggravating practice: refusing to THE FOLKS IN STAGELAND. stop for waiting passengers The Broadway line is, as has been said, the

great backbone of the local distributing system of roads owned and operated by the one com pany. In addition to this the company has the University place line, which runs from Fourtonuth street down town and across to Grand street ferry; the Seventh avenue line, from Broadway at Canal street to Seventh avenue and Fifty-ninth street; the Sixth avenue line, from the Astor House to Sixth avenue and Fifty-ninth street; the Avenue C line, from Chambers street ferry up West, street to Prince and across and up to near the East Twenty-third street ferry and to the Grand Central Station and back across Houston street; the Chambers street ferry and Roosevelt street ferry line; the line from Chambers street ferry to Grand street enue and 108th street, and the part of the Columbus avenue line from that point to 116th the Metropolitan cross-town line, from Grand street still be provided with both cable and troiferry; the Fourteenth street green line, from West Twenty-third street ferry to Union square: ferry; the Bleecker street line, from Fulto ferry to West Twenty-third street ferry; the Belt line, east and west, from the Battery to Central Park; the Desbrosses street line, from the ferry at the foot of that street to Sixth avenue and Central Park; the Ninth avenue line, from Broadway and Fulton street to Amsterdam avenue and 195th street; the Twenty-third street cross-town line, from river to river; the line from West Twenty-third street ferry to East Thirty-fourth street ferry, and the Fortycond street and Grand street ferry line.

It is over this vast system that it offers now to carry a person from ferry to ferry, or north or south, to or from almost any point which the entire system touches, for five cents. It was the first company to inaugurate anything like a transfer system, and it has profited by it. In February, 1887, the first transfers were arranged. They provided for an interchange of business at Houston street and Broadway with the Avenue C line, and at Chambers street with the Chambers and Grand street ferry line. In the first month the number of transfers issued was 3,000 daily. Since that time the company has established fifteen transfer stations, and a passenger can make changes in more than twice that number of directions. In fact, It is the company's purpose to enable passengers to change as often as may be necessary to use a fairly direct route to a given point. In 1888 the transfer business was in round figures 1,000,000 passengers. In 1889 the figures were doubled. In 1890 they reached 2,225,000, in 1891 2,500,000, in 1892 2,800,000, in 1893 3,150,000, and in 1894 7,000,000.

The enormous growth of the transfer business in the last fiscal year, month by month, is shown in the following table:

The returns for October have not been all made, but sufficient data are at hand to warrant an estimate of between 1,000,000 and 1,200,000 for that month.

An enormous amount of this business has come directly from the patronage of the west side elevated roads since the opening of the Columbus and Amsterdam avenue routes. The temporary service of horse cars put upon Columbus avenue is carrying about 12,000 persons daily. Nearly all of these come from below Fifty-ninth street and transfer there. These and others make a daily total of transferred passengers at Fifty-ninth street from the Sixth and Seventh avenue and Broadway lines of nearly 25,000. Thirteen million transfers a year is the present rate at which this one company is issuing them. One-half of this business is estimated by the company to be due absolutely to the system, and to consist of passengers who would not otherwise ride on these lines-perhaps not on any. This means an increase of half a million passengers a month, or about 416 per cent, of the total traffic.

The receipts for the new fiscal year, beginning Oct. 1, show an average daily increase over the receipts of the last fiscal year of between \$3,000 and \$4,000 a day. In other words, there were carried during the month of October, in addition to the million passengers who ride on transfers, between two and three million passengers more than the average for the last fiscal year. The increase in the net receipts is larger than the increase in the gross, for notwithstanding the larger number of passengers carried,

ing the larger number of passengers carried, the operating expenses have been decreased.

If it proves to be true that the elevated roads are to come under the same management, the effect of extending this system to them would be of great advantage both to the public and to the two systems of roads. The crowded surface roads would at once be relieved of the buik of the long-distance riders, to the benefit of their more legitimate local trade, and the elevated roads would have more room for these because of the desertion of some of their local passengers. Instead then of walking blocks for a convenient line which would take one near an objective point, one would get into the nearest car, elevated or surface, and ride to his destination.

One can see at once by looking at the map what convenient points could be established for transfers between these two systems. At the 118th street stations of the elevated roads there would be a natural exchange of cast and west side business over the electric road. At Fifty-ininth street just such another exchange could take place over the Belt line, and, besides this, passengers from the west side elevated roads and a making a highly favorable impression. Augustus Cooke was the Napoleon. Fanny Davenjort is here engaging actors for "Gisanda" the first discussion of the devented roads there would be a natural exchange of cast and west side business over the electric road. At Fifty-ininth street just such another exchange could take place over the Belt line, and, besides this, passengers from the west side elevated roads and the such or admitted the point authors of "The Girl I Left Behind Me" standing next, and to playe such that an American possition. Nevertheless, a carnot is accounted the ablest dramatist. Sardiou is accou passengers from the west side elevated roads could reach the Grand Central Station from here over the Lexington avenue line as well as the Forty-second street ferry to Weehawken over the Belt road. Thirty-third street, on Sixth avenue road, would be natural place of exchange with the Broadway line and its feeders, and up-town the atregoers would find this or an exchange at Fifty-third street and Eighth avenue a great convenience. At Twenty-third street there would be another complete cross-town exchange place on each of the four elevated roads, and at Fourteenth street another, from which, too, a great part of the crowded east side could be reached. At Houston and Eleccker streets the Avenue C line would be reached by the elevated roads, and further down town, at Grand, Canal, and Chambers streets, connections could be made, while from the South Ferry the Beit line would put all the other ferries in direct reach of the traveller.

It is a great system, and some day it may ome to pass that every company in this city will discover that it is to its mutual interest to make these exchanges. Many outside of the Metropolitan system are made now, simply by traffic arrangements among companies which may be allied, but are certainly not otherwise operated together.

SALE OF A HUDSON RIVER ESTATE.

Grasmere," an Old Livingston Homestead, Bought by Mr. Ernest Howard Crosby, The sale of the old Livingston place, "Grasere," is the most important transfer of real estate that has occurred in the Rhinebook neighborhood since the purchase of "Ellerslie" by Mr. Morton. The sale was make by Frothingham & Timpson to Mr. Ernest Howard Crosby, a son of the late Rev. Dr. Howard Crosby. Particular interest attaches to the sale because the estate has been one of the homes of the Livingstons since it was given to one of their ancestors by Queen Anne under letters patent on June 25, 1703. The estate consists of about 800 acres of wood and farm land, and the drives through it are noted, especially the avenue leading to the house from the entrance nearest Rhinebeck. The house is a the entrance nearest Rhinebecs. The house is a handsome specimen of old architecture and very spacious. The property came upon the market by reason of the failure of direct heirs of the late Mr. Lawis Livingston, who was a brother of the late Mr. Maturin Livingston. After the deaths of Mr. Lewis Livingston and his widow, his two sons Lewis Howard Livingston and James Boggs Livingston, continued to reside at "trasmere," and the house was rarely without mais guests. James died about five years ago, and Lewis died abroad about a year ago.

The State Was dustified in Using Fire Esiand.

Justice Cullen, in the Supreme Court, Brookyn, has signed the findings in the suit of the Islip Board of Health to enjoin Gov. Flower and the health authorities from placing cholera patients on Fire Island. The judgment was that the using of the island for such purposes was justifiable.

WHAT THEY ARE DOING AND HOW THEY ARE DOING IT. ts the Bemand for Mechanical Thrills Been Exhausted by Oversupply!-The American Play that Has Been Most Remunerative-New Theatres to Be Built. THE SUN told recently of the disrespectful attitude which the occupants of the galleries have begun to assume toward pile drivers, sugar crushers, steam drills, and other popular motives

of melodrama. One of these plays, by no means a bad specimen of its class, was produced here lately, and the demeanor of that elevated por-tion of the audience which decides the drift of taste in such matters indicated a complete loss of respect for these stirring machines in stagecraft. If the sugar crusher in "A Man Without a Country" is to be ignored, what can me-chanical plays expect to do to keep in favor? It is the legitimate descendant of the raft in "The World," and it cannot be that the last of the many plays which claim that common ancestor is so degenerate that the galleries will have none of it. If this most stirring "sensa-tion" is dislainfully treated, what is left to inspire a dramatist to write plays around machines of peril in full operation, It is evident that something must be done. From "The Lights of London," "Youth," and other earlier suc-cessors of "The World," down to such pieces as "Hands Across the Sea" and 'The Prodigal Daughter," the need

pieces as "Hands Across the Sea" and "The Prodigal Daughter." the need of spectacular incident rapidly increased. Finally the time came when that would not avail; so American scenes and subjects were called in, and the pile-driver school of melodrama began a new life. Now it looks as though there is need of another change, and it is not yet decided where it is to come from.

There is a suggestion in the play at Niblo's this week. George Hoey credits to Adolphe D'Ennery the suggestion of "A Tale of Corsica," and the piece is a good, old-fashioned French melodrama of a kind that has not been seen lately in America. The sugar crusher drove it out, but the effect of some of the scenes in the present example of this class of piece shows that it still has plenty of vitality. The career of "The Two Orphans" shows how much longer life there is in a well-made play than there is in mere mechanical incident. "A Tale of Corsica" is not so perfect a piece, but it has well-executed scenes, strongly interesting because they are well made and put together, and continue to sustain the element of suspense to the end. In the same way its climaxes are dramatic and its situations stirring. There is no more originality in it than in the average melodrama. The best art deals with the contession of a crime to a priest and his struggles not to divulge the identity of the murderer, a situation as old almost as the doctrine it involves and used here in Sydney Grundy's "Broken Yow" and in "The English Rose," one of the plays from the foundry which supplies principally the Adelphi Theatre in London. There are many French melodramas as agood as the one Mr. Hoey has used which would probably serve to take the place of the school now apparently declining in favor. They have been given for years at the Ambigu and the Porte St. Martin in Paris, and the repertoire of these theatres, no doubt, abounds in them. They are likely to be good, and few of them have probably reached America. They might be announced at their first production here as "adap

In reply to an inquirer, who asks THE SUN what American drama has taken the most money from the public, the first place must be given to "Uncle Tom's Cabin," which has been constantly acted by numerous companies during the past forty years. Mrs. Stowe never received a dollar for the theatrical use of her story, as it was not protected against unauthorized dramatization under the copyright laws at the time of its publication. By far the largest income from any play, in this or any other country, is that yielded by "The Black Crook" to the late Charles M. Barras and his heirs. The title is still a valuable property, because it is a synonyme for a ballet show, and therefore retains a drawfor a ballet show, and therefore retains a drawing power throughout the country. Probably the late Bion Roucicault, who lived prodigally and died poor, got more money directly for the work of his dramatic pen than any other man save Victorien Sardou, who takes life luxuriously and yet holds an estate valued at half a million dollars. The current number of Munsey's Magazine has an article on American dramatists, with portraits of a dozen of them. The record therein made of the successful writters for the stage declares Charles H. Hoyt to be a half millionaire, but he has gained his fortune by adding management to authorship. Mr. Hoyt, by the way, has just been elected to the Legislature of New Hampshire, in which State he retains a residence. The largest royalities received by native living playwrights are said by Minsey's to have been paid to Bronson Howard for "Shenandoah" with the joint authors of "The Giri I Left; Behind Me" standing next, and both plays still earning.

Sardou is accounted the ablest dramatist

The rival managers of stock companies in this city seem to be able to come together amicably for business purposes when their mutual interests demand it Augustin Daly imported Olga Nethersole for his own theatre, but when he changed his mind about that he arranged with A M. Palmer to place her at his house instead. Charles Frohman bought the American rights in "The New Woman" and "The Fatal Card." and Mr. Palmer has secured them for production in the order named, with Annie Russell, borrowed from the Frohman forces, to appear in the Grundy piece. John Drew may, after all, use "The Bauble Shop" in his forthcoming London season, as Mr. Frohman will try to get the privilege from Charles Wyndham, the owner of the piece for England. De Wolf Hopper burlesqued John Drew in a Lamba' Club travesty of "The Bauble Shop." A company of English-speaking dwarfs is being trained by the Rosenfeld brothers, who have made a large profit from the German Lilliputians, When William H. Crane goes from the Star on his annual tour he will preserve an artistic balance by acting in both the Shakespearcan, "The Merry Wives of Windsor," and the farcical, "The Pacific Mail." He will also revive two plays from his repertory for Southern territory, in which they never have been seen. Two comedians who have turned to "the legiti-

territory, in which they never have been seen. Two comedians who have turned to "the legitimate" in the West are N. C. Goodwin, who is playing in "David Garrick," and Sol Smith Russell, whose ambition finds vent in "The Heir at Law." W. T. Carleton is out at the head of a company singing musical pieces familiar in Paris, but hitherto unknown in this country. Clessy Lottus, the London music hall celebrity, has joined the Paly company.

Georgia Cayvan has been doubly unfortunate in loaing a lot of jewelry in Buston, because, being an actress of dignified conduct, it is too bad for her to be even jokingly listed with actresses whose stories of robberles are rated as fection.

J. H. Gilmour and Mary Hampton are the leaders of a second "Sowing the Wind "company." The cremated remains of Annie Pixley have been brought from Europe for burial. Fanny McIntyre withdraw from a Philadelphia engagement rather than wear tights in "All the Comfortyre withdraw from a Philadelphia engagement rather than wear tights in "All the Comfortyre withdraw from a Philadelphia engagement rather than wear tights in "All the Comfortyre withdraw from a Carles in a sum on a sainst improprieties of enstume in buriesquest and operas. Carle Dagmar, a member of the Augustus Harris forces, is coming to America to sing in comic opera. Victor Herbert and Francis Nelloun, strangers to our public, are to be introduced as comic opera makers when the Bostonians produce "Prince Ananias." New talent is needed in that field. Helen Bertram, the soppano in "Little Christopher Columbus," is a product of Hilmia, and for some time was a choir singer in Indianapolis. May Howard, long a frisker in "female minatre" buriesques, will rise toto comic opera next winter. Juliette Corden, who has come forward in "Rob Boy," to of New York birth and education.

The liftleth performance of "The New Boy" at the Sinniari to-night will have souvenirs. John W. Goff went to see "Little Christopher Columbus." on election eve, but kept out of sight in a box. "Hebrind the Scenes,

which Geistinger has acted. The revival of "Struck Oil" did not pay, and the company is disbanded. Jane Stuart goes into Richard Mannfield's employ. Belle Archer has quit Sol Smith Russell. William Morris is starring in "The Lost Paradise," in which his wife has returned to the stage. Robert Johnston, an actor of long service and good abilities, has been accepted as an inmate of the Forrest Home. When Ads Rehan appeared in Louisville for the first time as a star, a few nights ago, the management incited enthusiasm by inviting seventy-five girls to the boxes, and providing as many big roses, which were put into a bouquet and thrown to the actress. Mrs. Kendal was angry in San Francisco because the audiences disliked "The Second Mrs. Tanqueray," and she said: "When I walk your dirty streets I don't look at the spittings on the bavement, but at the sky. Your people come to the theatre with never a peep at the sky, and look only at the spittle."

We are to have more theatres, and fine ones. Canary & Lederer are going on with preparations to build a handsome dramatic house at Broad-way and Forty-second street, embedded in a hotel, bathing establishment, and roof garden resort. Brooklyn is to have one in Fulton street, near Flatbush avenue, to be managed by Wilson. Nell Burgess has the plans ready for a theatre which he is rich enough to build, and he says he will surely do it, in West Thirty-fourth street. There has been talk of a new vaudeville theatre to be erected at 123th street and Madison avenue. Oscar Hammerstein said that he did not believe the owners of the ground had any intention of selling or of devoting it to a theatre. He added: "I can assure the public that there is to be no new vaudeville theatre here in Harlem."

"I can assure the public that there is to be no new vaudeville theatre here in Hariem."

The "continuous" shows do not seem to be passing shows. Manager Keith of the Union Square, lately built and opened for that kind of entertainment the costliest theatre in Boston, and now Manager Proctor of Proctor's has made contracts for a big "continuous" playhouse with a frontage of 125 feet on East Fifty-eighth street and 105 on Third avenue. There will be no rooms to let, the entire building being devoted to amusement purposes. The auditorium will be 76 feet wide and 85 feet long, with ample promenade and foyers. The stage is to be 35 by 66 feet. J. B. McElfatrick, the architect, says there is to be seating capacity for 1,600 persons, the main floor being supplemented by two gallerles and twenty-four boxes. Ten exits and an open court on the alley side will provide ample egress. In case of fire or other occasion for speedily emptying the house of people. There will be eight exits on the first floor and the same number on the balcony and gallery. As the dressing rooms are to be on either side of the stage, there will be no diving into ding spartments underneath by the performers. These rooms, especially those intended for the stars, are to have excellent appointments. Mahogany and other hard woods are to be used for the interior finishing, with colored marbies for the materior finishing, with colored marbies for the interior will carry people to and from a roof garden, which is to be used in warm weather. Ventilation will be by the fan system, and the atmosphere in the interior can be changed every ten or fifteen minutes. The materials selected for the structure are buff brick and gray sandstone, with a roof, balcony, and gallery of Iron. Gold and light colorings will prevail in the interior. It is expected that arrangements can be made for entrances on four sides—from Third and Lexington avenues and Fifty-seventh and Fifty-sighth streets—but there are some details in the plans which are yet to be decided. The enterpris

The Masque of Pandora,

"The Masque of Pandora," a Greek opera, specially composed for the Unity Gymnasium Associations by Mrs. Carina Houghton-Sewall, was presented last evening at the Lenox Avenue Unitarian Church, 121st street, for the benefit of the church, under the direction of the composer. Miss Edith M. Adams assumed the leading rôle, Pandora. She was supported by Messrs. Herbert and Robert Rice as Prometheus and Epimetheus. The opera is in three nothus and Epimetheus. The opera is it three acts, and is based on Longfellow's poem of the same title. The first scene opens in the workshop of Vulcan, Alexander S. S. Traub: the second is a road to Olympus, and the remaining scenes are in Greek houses and gardens. Both the scenery and costumes were in keeping with the action of the opera. A large and well-pleased audience was present. The chorus was drawn from the members of the association. The scenery was specially painted by Edward A. Mayhew. Miss Adams carried off the honors of the evening. The opera will be repeated to-night.

TABLET TO COL. SHEPARD. Unveiled in Broome Street Presbyterian Church, Where He Went as a Boy.

A tablet to the memory of Col. Elliott F. Shepard was unveiled last night in the Seventh Presbyterian Church of Jesus Christ, at Broome and Ridge streets, which Col. Shepard attended in his youth. The tablet, which was erected by the congregation, is beneath the gallery on the left side of the church, near the chancel. It is a brass plate, 42 by 26 inches, and rests upon a marble slab. It bears the dates of Col. Shepard's

of God, a noble friend, a generous benefactor, a wise counsellor." An address was made by the pastor, the Ilev. Dr. John T. Wilds. Dr. Trustees, touched an electric button, and the black screen before the rose-festooned tablet fell away. Dr. Chauncey M. Depew was then introduced. He said of Col. Shepard:

"He was the most industrious man I ever have known. Work that was a drudgery to others was keenest pieasure to him. It was to this indomitable energy that were due all his successes. He was a courageous man, and he would do what he thought right no matter whether others agreed with him or not. I never knew so generous, so forgiving a man. I have been with him in all sorts of relationships, in places where there seemed no hope; I have been in political campaigns with him when there seemed no ray of hope, and too matter what sacrifice was needed to adjust matters he was always ready to make the sacrifice.

"He believed in the Sabbath. I was rather

He believed in the Sabbath. I was rather "He believed in the Sabbath. I was rather latitudinarian in that regard, and once when I addressed some people in a theatre on Sunday night he met me on the street the next day and instead of reproaching me it knew he felt hurth, he put his arm about my neck and said: 'Chauncey, you have nearly broken my heart.' That was the man, and I see no more fitting tribute to him than that tablet in this church.'

Other addresses were made by the Rev. Dr. George Alexander of the University Place Church and the Rev. Dr. John Hall of the Fifth Avenue Presbyterian Church, which Col. Shepard attended. Mrs. Shepard was in the church with several of her daughters, Mr. A. D. Shepard, and Mrs. Schieffelin.

THE DIAMOND THIEF RETIRES. Charles Pierce Will Spend the Next Twenty

Years in Convict Garb. JACKSONVILLE, Fla., Nov. 8,-Charles Pierce, alias Charles Leslie, of New York, who is known throughout the country as the Diamond Thief and who robbed the guests of the hotels in this and who resoult in guests of the holes. It has
city last winter of diamonds and jewelry
amounting to many thousands of dollars, was
convicted here to-night in the Circuit Court and
will spend the next twenty years of his life in
the Florida convict camps. He was convicted
at the last term of the court, but secured a new
trial. Among the witnesses against Flerce are
a number of prominent New Yorkers who were
anothing the secure here when they lost their ding the season here when they lost their

Marton Story's Friends Entertain Him,

A farewell dinner was tendered last evening to Marion Story, who will seen sail for Europe, at the Westchoster County Club House, on the shores of Westchester Bay. Covers were laid for thirty-two, and the table was decorated with chrysanthemums, paims, and ferns. Among the guests were: J. L. Mott, Jr., E. B. Adee, F. A. Watsen, Duncan Elliott, P. H. Adee, N. D. Thorne, F. W. Jackson, Dwight M. Collier, J. M. Waterbury, Perry Tiffany, Edmund Handolph, H. L. Beeckman, Gould Hoyt C. F. Havemeyer, E. C. La Montague, F. W. Adee, and E. C. Potter.

Mortally Injured to a Saloon Fight. Michael King, an employee of the Broadway cable road, was found unconscious at Sixth avenue and Fiftieth street on Wednesday afternoon. He was taken to the Hoosevelt Hospital, moon. He was taken to the Roosevelt Ruspital, where his skull was discovered to be fractured, and it was said that he would probably die.

John Greeney of 532 East Sixteenth street, who was subsequently arrested for intoxication, said that he and King, who had been drinking together, were assaulted by several men in Burke's saloun, at 120 West Fiftleth street, Greeney was held as a witness when arraigned in the Yorkville Folice Court yesterday.

The Status to Pere Marquette.

Madison, Wis., Nov. 8.-The committee appointed to select a model for the statue of Père Marquette to be placed in the Capitol at Washingion has decided upon the model submitted by Signor Trentanove of Florence, Italy. There were thirteen other models offered in compe-tition. Trentanove's model represents a Jesuit priest holding a Bible in one hand and drawing back his mantle with the other hand. LIVE TOPICS ABOUT TOWN.

Mr. Whitney is resting on Long Island. He hants some, but not in a rapid fashion, taking his exercise easily, but spending five or six hours every day in the saddle. He has been an interested speciator at golf games recently, at Newport and Yonkers, but has not taken up the sport himself. His absorption in his daughter seems to be absolute, and it may be said in a general way that neither his leisure nor his fondness for athletic sporis were particularly disturbed by his anxiety to learn the result on election night. It was said among politicians after the election of a year ago that there were only two men who closely predicted the result, and they were ex-Secretary Whitney and Col. Lamont. Mr. Whitney stopped at the Hoffman House on election day and told a representative of Ting Sux his idea of what the vote would be. Mr. Whitney and Col. Lamont were of the opinion that the game was up long before election day, and they both displayed an entire lack of curlosity or interest in the returns. fondness for athletic sports were particularly

Cornell is building up a very strong following in New York city outside of the alumni of that college. The athletes of the big university in New York State display a degree of vim, car-nestness and thorough sportsmanship which has, apparently, struck a responsive chord in the public mind. "Billy" Ohl, the full back on the football team, as well as Beacham and Taussig, the wonderful ends, are more popular in this city than any of the mem-bers of either the Yale or Princeton elevens. This is undoubtedly due in a large measure to the indifference of the managers of the latter teams to the interests of the public. Added to this is the remarkable pluck and earnestness which has characterized Cornell's work in this city so far against Princeton and Harvard. The decision of the Cornell authorities to send a crew to Engiand next season has esiled attention again to the attitude of Yale and Harvard toward Cornell in squatic matters. The last time that Cornell rowed egainst Yale and Harvard she beat them handly, but they have never allowed her to row with them since, though she has regularly asked for a race for upward of eighteen years. Cornell has made faster time over the New London course thin either Yale or Harvard have at any time in their history. Yet they, will not meet her in a race. If she is successful in England she may finally force the New England colleges to give her a trial on the water, just as she has worked her way into Erst-class rank on the football field. the latter teams to the interests of the public

It would seem that the colleges should be mor generous and businesslike in the arrangement of the schedule of prices for the big football games. It is announced that the tickets for the game next Saturday between University of Pennsylvania and Princeton at Trenton would be sold at the same price as was charged in New York, \$2 each. To this must be added the expenses of the railroad journey from New York to Trenton. One fare on the train admits the passenger to the grounds, but not to the grand passenger to the grounds, but not to the grand stand, and the cost of the trip will be upward of \$3. Very many football enthusiasts and college graduates are of limited means and still have their fortunes to make. Some of them are utors or are just starting out in professional life, and are obliged to count their pennies carefully to make both ends meet. It is the custom to make up small parties for the football games, and the enthusiast who wishes to take two or three indies or other members of his family with him to the game must prepare for an expenditure of anywhere from \$5 to \$10. This is a sum that very few men feel they can afford to pay, and as a matter of fact is more than seventy minutes of football is worth. It is the opinion of managers of amusement enterprises in New York that the collegians would attract vastly larger crowds at a reduced rate of admission.

Thirty-fourth street has made a tremendous fight against the railroads, despite the fact that there are ferries at either end of it, so that the large cross-town passenger traffic is obliged to go several blocks above or below Thirty-fourth street to find conveyance, or else go afoot. Much of the success of the opposition to railroads on this street is due to the efforts of Judge roads on this street is due to the efforts of Judge Hilton a few years ago, and since he gave up active opposition to it other residents have kept up the fight. It may be said that the struggle of the Thirty-fourth street property holders is similar to that made by the people in Clinton place and in Fourteenth and Twenty-third streets. The railroads passed beyond Thirty-fourth street and occupied Forty-second street, while tracks have been inid through a good portion of Fifty-third street, where they will eventually run through from river to river. Fifty-night street has long been tracked, and the cars now cross Central Park. The resistance in Thirty-fourth street has been stubborn and continuous, and up to this time remarkably successful.

Steamship agents are not at all surprised at the allegations that have been made against an American woman of some property, who is now the subject of a suit to restrain her from spending the rest of her fortune in travelling back and forth on the Atlantic. She inherited \$100,000, and has already spent \$85,000 of it in travelling between this country and England. Her prospective heirs have made an attempt to restrain her from spending the other \$15,000 on the ocean, and a great deal of comment has been brass plate, 42 by 26 inches, and rests upon a marble slab. It bears the dates of Col. Shepard's birth and death and the inscription: "A man of tiod, a noble friend, a generous benefactor, a wise counsellor." An address was made by the pastor, the Rev. Dr. John T. Wilds. Dr. Trustees, touched an electric button, and the black screen before the rose-festooned tablet fell away. Dr. Chauncey M. Depew was then introduced. He said of Col. Shepard:

"He was the most industrious man I ever have known. Work that was a drudgery to others was keenest pleasure to him. It was to this industried and there is a well-known instance of an an who saiffered from neuralgia to such an extent that he had the bones of his jaw removed and a sliver plate substituted, in the vain hope of relief, and who claims that when at sea he of the cesses. He was a courageous man, and he would do what he thought right no matter whether others agreed with him or not. I never knew vocagenerous, so forgiving a man. I have been with him in all sorts of relationships, in places where there seemed no hope; I have been in political and the place where the exercise of the service of making a dozen voyages ayear. aroused over her curious taste for sea travel.

It might be worth inquiry among experts to

ascertain whether New York theatregoers are really the most difficult people to play before on first night, in case of a fallure, as is sometim alleged. Mr. Irving, and other actors who have been invariably successful, speak of the spontancous and warm applause of the audiences in this city, but there is another side to the story, and it occasionally crops out. In London if a first-night performance falls to please the audience, the air is filled with bisses, cat calls, and abuse. Here the people in the audience sit calmly and quietly as long as they can, and then get up and slowly leave the theatre. Hissing is o rare as to be practically unknown. There have been three remarkable and absolute fallures in New York recently. It is not necessary to enumerate them, but a distinguished artist ures in New York recently. It is not necessary to enumerate them, but a distinguished artist who appeared in one of these signal co appeared who appeared in one of these signal co appeared to be reast in a play which did not suit the fancy of the people. "There is a sulkiness and a sullen depression about the stitude of the house," this actor said, "which are absolutely fatal to any man of artistic power. I understand exactly how important a part the public play in the success of an actor. The sympathy between the audience and the actors is very close. On three different occasions in my life I have been playing in London when the audience furly railed at the players, flowly, pers, and hisses rent the air. The effect in two instances out of three was at first to abash and alarm the actors, and this was followed by an instant rebotual. The actors were put upon their mettle and fought against the assaults of the crowd, and in two instances out of the three statement of artists temperament can stand up against the absolute and sullen disapproval of a New York audience. It welphs on the sour absolutely impossible, and drives the actors to acondition of nervousness that makes their were entirely ineffective. It may be a politic thing for Mr. Ivving to fatter New Yorkers about their irst-night audiences, but I had rather play before any other assemblage of people in the world that one which greets an actor in a new play in this city. new play in this city.

A figure that used to be familiar to a good many amateur boxers in New York was that of broad-shouldered, deep-chested man with ruddy cheeks and iron-gray moustache and hair and something in his manner of carrying himself that caught the eye alert for athirt; evidences. This was John Long, an English boxing master, who had for many years a place at Fifth avenue and Seventeenth street, where modest display of Indian clubs and boxing gloves in the basement window excited the fancy in the basement window excited the fancy of many a passer by. It was a common thing for men and even women to invent some little fletitious errand as an excuse for getting inside to obtain a dimpse of what was going on there. It was an interesting place, and among other things it was one of the best places for aweating that ever was invested. No Turkish both ever got a man into a condition of greater dampless than John Long was able to preduce in a pupil in the course of fitteen or twenty intuities with the gloves. Tons of fat must have been lost by portly men in that room during John Long's occupancy of it. It was great fun, too. The hard work, the perfect sweat and the bath and rubbing down that followed, were a commination of rare delight. Men came out with minds at rest, herves perfectly apolied, and a thirst

that is only to be described as colossal. Long gave up his place to become instructe the Crescent Athletic Club of Brooklyn, was very successful there, but the work hard as well as glorious, and he made up mind to start in again on his own hook. York is not to have him, however. He opened a school in Brooklyn, and it will be Brooklynites who will continue in the ben and delights of sweating under his entirely ministrations. They are to be envied.

MARINE INTELLIGENCE.

MINIATURE ALMANAC-THIS DAT.

Sun rises.... 6 40 | Sun sets..... 4 40 | Moon sets... 9 50

RIOR WATER-THE DAT.

Sandy Hook. 4 10 | Gov. Island. 4 34 | Hell Gate... 6 50

Arrived-Touns, at. Nov. 8 Be Havel, Jungst, Southampton, in Tyrian, Cook, Montego Hay, & Alpa, Owen, Ringston, Stelestomunde, Langan, Shields, Sk Kansas City, Flasher, flavannab, se Gate City, Googins, Boston, Sarviandiu, Walter, Matansas, Scilly of Augusta, Daggert, Savennah, Se Yemasse, McKen, Jacksonville, Se Czartin, Jering, Philintelphia, Se Wyanose, Davis, Richmond.

(For later arrivals see Pirst Page.) ARRIVED OUT. Sa Otdam, from New York, at Boulogne. Sa Spree, from New York, at Southampton. Sa Krosprinz Fr. Wilhelm, from New York, at Re les.

Sa Kafaer Wilhelm H., from New York, at Naples.

Sa Grangouse, from New York, at Para.

Sa Perala, from New York, at Hamburg.

Sa Wieland, from New York, at Hamburg.

Sa Unyambute, from New York, at West Point, Va.

Sa Chattalboochee, from New York, at Savannab.

he Edam, from New York for Amsterdam, passed the Bunke, from New York for Liverpool, off Brow

SAILED FROM POREIGN PORTS es Teutonic, from Queenstown for New York, 8s Hekin, from Steltin for New York, 8s Werrs, from Genon for New York, 8s Spaarmiam, from Rotterdam for New York.

· PALED FROM DOMESTIC PORTS. Se El Mar, from New Orleans for New York, es Coucho, from Galveston for New York, es Oneida, from Charleston for New York,

CUTGOING STEAMSHIPS.

o-day.	
Matia Cross.	1:00 P 8:00 P 8:00 P 8:00 P 8:00 P
morrow.	
4 00 A. M. 9 30 A. M. 12 00 M. 12 00 M. 9 30 A. M. 11 00 A. M. 11 00 A. M. 9 30 A. M.	7:00 A. 12:30 P. 3:00 P. 11:30 P. 1:00 P. 1:00 P. 1:00 P. 1:00 P. 3:00 P. 3:00 P.
TEAMSHIPS.	
	1:00 P. M. 1:00 P. M. 1:00 P. M. 1:00 P. M. 1:00 P. M. 1:00 P. M. 1:00 A. M. 12:00 M. 12:00 M. 1:00 A. M. 11:00 A. M. 11:00 A. M. 10:00 A. M.

Leona, Galveston Louisiana, New Orleans City of Augusta, Savennah	3:00 P. M 3:00 P. M 8:00 P. M
INCOMING STRA	AND THE REAL PROPERTY.
Due To-d	
Pocahontas Gibral Abatia Gibral Scotia Gibral Scotia Gibral Francisco Huli Oevenum Lisbon Wittekind Brenne Port Adelaide Gibral America Londo Prussia Havre Othello Antwe Campanta Liverp Schiedam Amate Vega Gibral	Itar
Due Saturday	
La Champagne Havre Adriatie Livery Letimbro Gibral Trinidad Berna Ei Soi New C	Nov. sool Oct. 3 (ar. Oct. 2 sela Nov. rleans Nov.
Due Sunday,	
Augusta Victoria Cenoa Bievia Hamb Wells City 5wans Martello Hull Londo Aleppo Gibral Ocampo Gibral	nerg Oct. 2 nem Oct. 2 n Oct. 2 n Oct. 2 tar Oct. 2 tar Oct. 2
Due Monday.	Nov. 12.
Friesland Antwe Chester South Rugis Saple Nomadic Liver; Peconic Olbra Barilinian Prince St. Liu Effet Tower St. Mi Yumuri, Havan Alilanca Colon	anipton Nov. 2
Due Tuesday,	
Veendam Rotte: Freshfield St. Lu Athen Port 1 Alps Kingsi Due Wednesda	dmon. Nov.
Toutonia Diver	Nov.
Panama Horde Virtianeta Havar Afghan Prince St. Lu- Robina Antwe	aux Nov. 1

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DIMID.

MASON-JONES. - Nov. 5, at the residence of the and Mason Reushaw Jones, in the 25th year of his age; grandson of the late Mrs. Mary Mason-Jones Funeral services at St. Mary's Church, Newport, on Thursday morning, 8th inst., at 10:30 o'clock, RANDOLPH.—On Wednesday, Nov. 7, 1894, Ed-

ward S. Randolph, in the SSI year of his age. Relatives and friends are invited to attend the fu-neral services at 51 East 19th st., on Friday, Nov. 9, at 4 P. M. Interment at Seneca Falls, N. Y. COSEVELT .- ASSOCIATION OF EXEMPT FIREMENT

Members of this association are hereby notified to meet at the residence, Stamford, Conn., Saturday, at 11:30 o'clock A. M., to pay the last tribute of respect to our deceased member, George W. Rosvelt. ROBERT B. NOONEY, President. FRANCIS HAGADORN, F. S.

A -WOODLAWN CEMETERY, OFFICE SO EAST 25D ST. WOODLAWN STATION 24TH WARD, HARLEM BAILROAD.

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